WisDOT Research
Coordination Section

Wisconsin Department of Transportation
4802 Sheboygan Ave., Rm. 451
Madison, WI 53707-7965
www.dot.state.wi.us/dtid/research

Nina McLawhorn, Research Administrator
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Implementation of Research Results

Project Information	
Project Title: Development of Inspection Selection System (ISS) for Intrastate Carriers (for Wisconsin)	**Project ID:** 0092-00-02 **Today's Date:** 09-19-01
Technical Oversight Committee (WHRP or COR): COR	**TOC Chair and Phone number:** Lt. Charles Teasdale (608) 266-0305
Project Start Date: January 1, 2000	**Approved Contract Amount:** $40,000
Project End Date: December 31, 2000	**Final Project Expenditures:** $40,000
Reference Final Report Draft Dated: January, 2001	
Principal Investigator: Prof. Robert L. Smith, Jr. **Organization:** UW-Madison, Dept. of Civil and Env. Engineering	**Phone:** (608) 262-3649 **E-Mail:** smithrl@engr.wisc.edu

Technical Oversight Committee Recommendations

1. Check one of the two choices below:

☐ **Yes. We recommend changes to current practice based on some or all of the results of this report. The research was sound, and the report's conclusions appear to offer an advance over current practice.**

X **No. We do not recommend changes to current practice at this time. This approach does not appear fruitful OR future study is needed OR our objectives have changed, etc.**

2. If implementation is not recommended, we suggest the following actions instead: The research appears to be sound, however DOT does not have the required database for implementation of the project at this time. Carriers will need to have unique identifiers in order to implement this system. A legislative change is necessary in order to establish this unique identifier requirement and have the number displayed on the power unit. DMV will also have to have a system change in order to collect this information and link all the necessary data. I anticipate the Department is approximately two years from accomplishing these tasks. Some modification of the project may be needed at that time for implementation.

3. If implementation is recommended, we suggest the following specific changes to current practice, detailed on the attached work plan and timeline (check applicable items):

☐ **Standard Specifications**
☐ **Quality Management Program (QMP) Specifications**
☐ **Facilities Development Manual (FDM)**
☐ **Highway Maintenance Manual**
☐ **Training, outreach**
☐ **Other (describe):**

4. Approval of this implementation plan by the Technical Oversight Committee (chair on behalf of entire committee):	**Signature:** **Date:**
5. Approval of this implementation plan by the Council on Research (for COR approved projects):	**Signature(s):** **Date:**
6. Referral for development of detailed work plan and timeline to (check one):	☐ **WisDOT/Industry Technical Committee on:** _____ ☐ **Other WisDOT policy body:** _____
7. Approval of work plan and timeline by the WisDOT Bureau Director(s) responsible for the policies described in item #3 above:	**Signature(s):** **Date**
8. Acceptance by a project manager of the responsibility for completing these implementation efforts according to the attached work plan and timeline:	**Signature:** **Date:**

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Implementation Work Plan

1. Project Title: Development of Inspection Selection System (ISS) for Intrastate Carriers (for Wisconsin)

2. Prepared by: Major Sandra Huxtable,
Wisconsin Department of Transportation
Division of State Patrol

1. Scope and objectives of implementation, including specific changes to WisDOT procedures.

- Seek legislative change to require that all intrastate carriers obtain and display a unique identification number (prefer this to be USDOT#)
- Initiate steps to upgrade DMV databases pertaining to credentialing information of Commercial Motor Vehicles (CMVs) and carriers
- Initiate steps to link all pertinent credentialing information between databases for matching and retrieval
- Determine what modifications to the Intrastate ISS (developed in this project) are needed and make those modifications
- Implement the Intrastate ISS at Safety and Weight Enforcement Facilities (SWEFs) and in portable enforcement applications

2. Estimated cost (if any) to implement. Total costs for database changes, etc. are not known, however the costs directly associate with the implementation of Intrastate ISS are MCSAP eligible.

4. Expected benefits and how they will be measured (dollar savings, time savings, other). Once implemented, carriers will be rated based on inspection and crash information. Officers will be able to determine a carrier's rating and spend their time and efforts with more carriers who have a poor safety rating, thus improving the safety of these carriers. This system will also be used to identify carriers with poor safety ratings for Compliance Reviews.

5. Possible pitfalls and how they will be avoided. The largest pitfall I anticipate is scheduling of BAS resources for the required modifications of databases. Once approved, we intend to meet with BAS to establish a timeline and cost projection for this project. This project will run in parallel to the CVISN effort and add to the safety results of that larger project.

Implementation Timeline (Gantt Chart)

Tasks/Person Responsible												